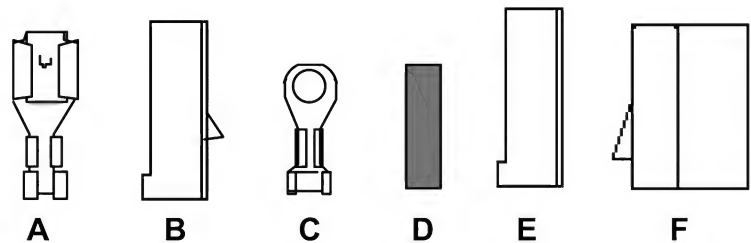


1955-1956 CHEVY INSTRUCTION SHEET

FFW-447



4510 W. 61ST St. N., Sioux Falls, SD 57107
 Phone: (605) 332-6513 FAX: (605) 339-4106
www.dakotadigital.com
dakotasupport@dakotadigital.com

INSTALLATION INSTRUCTIONS - 1955-56 Chevrolet

Unplug the original instrument cluster harness connections from the stock under dash harness. All instrument lamp wires (gray) should be protected with tape and set aside, as the Dakota dash will not use these wires. Install new wires from kit as follows:

1. **GENERATOR LAMP**

Unplug the generator light socket, these wires are brown and brown. (Note: leave a functioning bulb in this lamp socket, as this circuit may be necessary on some alternator connections)

2. **TEMPERATURE GAUGE**

1955 Chevrolet: 1955 used a capillary tube for the temperature gauge. Select the dark green wire from this kit, with ring terminal on it, and connect onto the temperature sending unit on the engine block. Route the other end to the control unit and connect to the WATER terminal.

1956 Chevrolet: Locate the dark green and tan wires which originally plugged into the water temperature gauge. Cut the connectors and terminals off these wires, and install terminal A on each, then plug each wire into connector F, maintaining color continuity with the dark green wire, with a connector on it, provided in this kit. Plug connector F into the connector from this kit which has the green wires in it. Route the other end of this wire to the control panel and connect the green wire to the TEMP terminal.

3. **OIL GAUGE**

Locate the dark blue and tan wires which originally plugged into the oil gauge. Cut the connectors and terminals off these wires, and install terminal A on each, then plug each wire into connector F, maintaining color continuity with the dark blue and tan wires provided in this kit. Plug connector F into the connector from this kit which has the dk blue wire in it. (Note: the tan wire will not be used) Route the other end of the dk blue wire to the control panel, and connect the OIL terminal.

4. **LEFT TURN INDICATOR**

Disconnect the left turn signal indicator light (light blue). Cut away the light socket. Strip the wire and install female terminal A and connector B on the wire. Plug this wire into the corresponding light blue wire with the mating male mating connector. The bare wire end of the mating connector is connected to the LEFT terminal on the control unit as shown in the enclosed diagram.

5. **HI BEAM INDICATOR**

Disconnect the high beam indicator light (light green). Cut away the light socket. Strip the wire and install female terminal A and connector B on the wire. Plug this wire into the corresponding light green mating male connector. The bare wire end of the mating connector is connected to the HIGH terminal on the control unit as shown in the enclosed diagram.

6. **RIGHT TURN INDICATOR**

Disconnect the right turn signal indicator light (dark blue). Cut away the light socket. Strip the wire and install female terminal A and connector B on the wire. Plug this wire into the corresponding dark blue wire with the mating male connector. The bare wire end of the mating connector is connected to the RIGHT terminal on the control unit as shown in the enclosed diagram.

7. **FUEL GAUGE**

Locate the brown and tan wires which originally plugged into the fuel gauge. Cut the connectors and terminals off these wires, and install terminal A on each, then plug each wire into connector F, maintaining color continuity with the brown and tan wires provided in this kit. Plug connector F into the connector from this kit which has the brown and tan wires in it. Route the other end of these wires to the control panel, and connect the brown wire to the FUEL terminal, and the tan wire to the +12V terminal.

8. Unplug the original black wire from the headlight switch (which operates the tail lamps) and plug it into the male connector located on the short black pigtail wire from this kit. Plug the female connector into the headlight switch at the location shown on sheet 1. Connect the other end of black wire to the DIM location on the control panel.

9. **BRAKE LAMP**

The yellow wire is connected to a parking brake set switch or a brake pressure switch on the master cylinder, if originally equipped. The other end of the yellow wire is connected to the BRAKE terminal on the control unit as shown in the enclosed diagram.

10. **SPEEDOMETER**

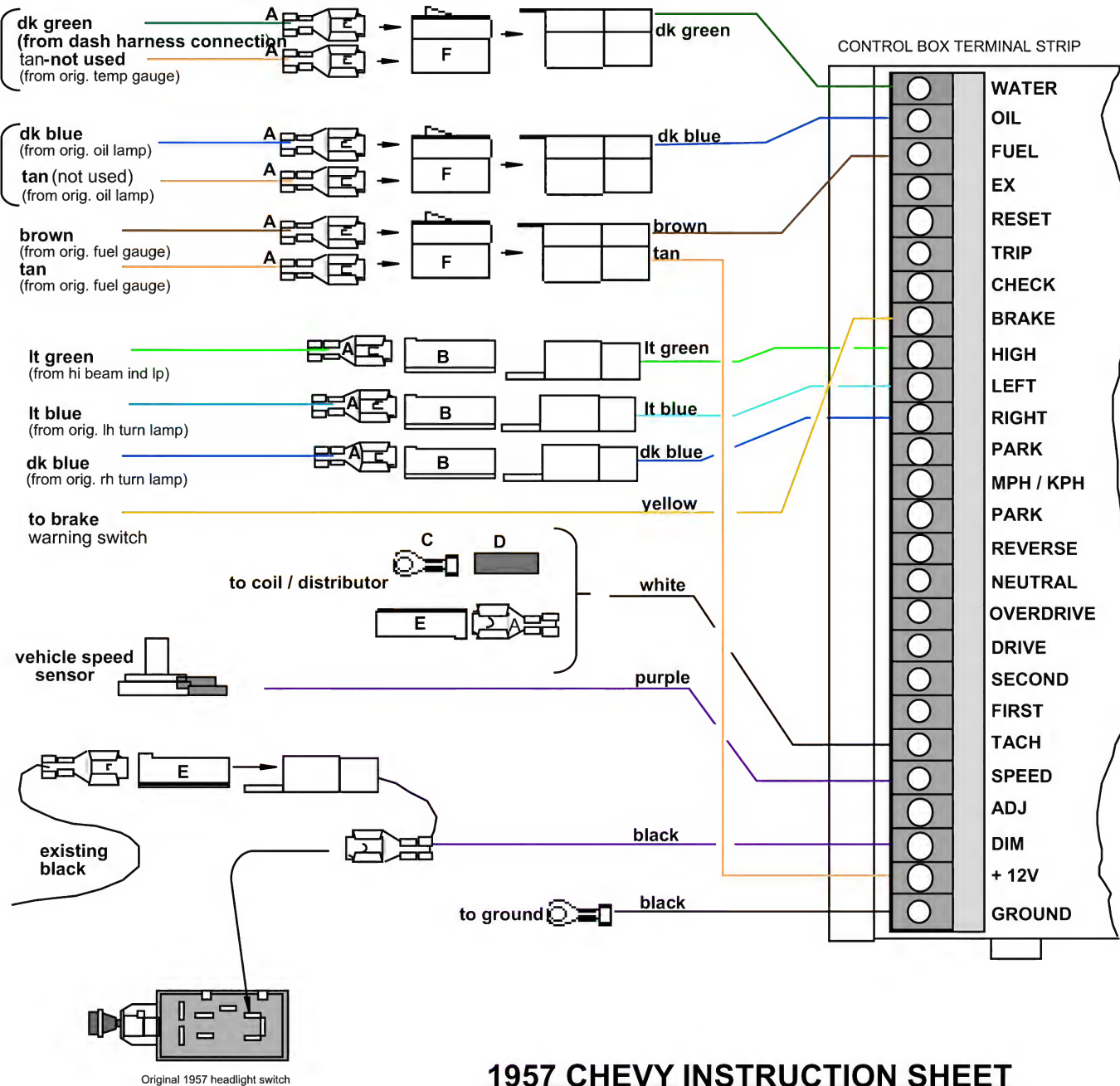
The purple wire is connected to the speed sender unit provided with your cluster. The other end of the purple wire is connected to the SPEED terminal on the control unit as shown in the enclosed diagram. See Dakota instructions for proper connection of the speedometer wiring.

11. **TACHOMETER**

Select the white wire provided for tachometer connection. One end of this wire is attached to the distributor side of the ignition coil using ring terminal C and sleeve D. On a GM HEI unit, connect to the TACH location using terminal A and connector E.

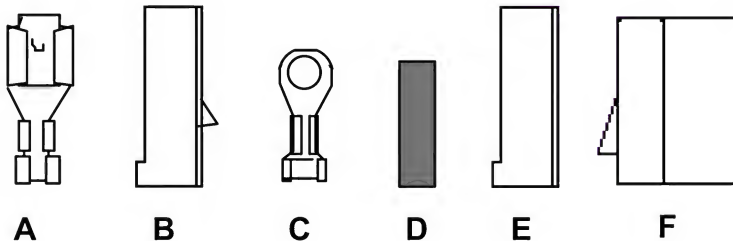
12. **GROUND**

Select the black grounding wire provided to establish the ground connection for the control unit. Secure the ring terminal end to a good chassis ground and connect the other end to the GROUND terminal on the control unit. Good grounding must exist from the battery to the frame, the frame to the body, and the engine to the frame and battery. See Dakota instructions for proper grounding.



1957 CHEVY INSTRUCTION SHEET

FFW-447



4510 W. 61ST St. N., Sioux Falls, SD 57107
 Phone: (605) 332-6513 FAX: (605) 339-4106
www.dakotadigital.com
dakotasupport@dakotadigital.com

INSTALLATION INSTRUCTIONS - 1957 Chevrolet

Unplug the original instrument cluster harness connections from the stock under dash harness. Install new wires as follows:

1. Unplug the generator light socket, the wires are brown and brown. (Note: leave a functioning bulb in this lamp socket, as this circuit is necessary on some alternator connections)
2. **TEMPERATURE GAUGE**
Locate the dark green wires connected to each other near the ignition switch. This is a factory connection point between the engine harness and the dash harness. Disconnect these wires. Plug the dark green wire from this kit, which has the long plastic connector on it, into the mating dark green wire which you just unplugged. Route the other end of this wire to the control unit and connect to the WATER terminal. The original connection at the temperature gauge should be taped and protected, as this will not be used.
3. **OIL GAUGE**
Remove the existing connector and terminals from the dark blue and brown wires from the original oil gauge connection. Install terminal A and connector B on the dark blue wire and plug into the dark blue wire from this kit. Connect the other end to the OIL terminal on the control panel. The original brown wire from this circuit will get taped back and protected. This wire will not be used.
4. **LEFT TURN INDICATOR**
Disconnect the left turn signal indicator light (light blue). Cut away the light socket. Strip the wire and install female terminal A and connector B on the wire. Plug this wire into the corresponding light blue wire with the mating male mating connector. The bare wire end of the mating connector is connected to the LEFT terminal on the control unit as shown in the enclosed diagram.
5. **HI BEAM INDICATOR**
Disconnect the high beam indicator light (light green). Cut away the light socket. Strip the wire and install female terminal A and connector B on the wire. Plug this wire into the corresponding light green mating male connector. The bare wire end of the mating connector is connected to the HIGH terminal on the control unit as shown in the enclosed diagram.
6. **RIGHT TURN INDICATOR**
Disconnect the right turn signal indicator light (dark blue). Cut away the light socket. Strip the wire and install female terminal A and connector B on the wire. Plug this wire into the corresponding dark blue wire with the mating male connector. The bare wire end of the mating connector is connected to the RIGHT terminal on the control unit as shown in the enclosed diagram.
7. **FUEL GAUGE**
Locate the brown and tan wires which originally plugged into the fuel gauge. Cut the connectors and terminals off these wires, and install terminal A on each, then plug each wire into connector F, maintaining color continuity with the brown and tan wires provided in this kit. Plug connector F into the connector from this kit which has the brown and tan wires in it. Route the other end of these wires to the control panel, and connect the brown wire to the FUEL terminal, and the tan wire to the +12V terminal.
8. Unplug the headlight switch connector from the headlight switch. Remove the original black wire from the headlight switch (which operates the rear parking lights) and plug it into connector E. Plug this wire and connector into the mating connector of the black pigtail wire, provided in this kit. Plug the bare female terminal from pigtail into the headlight switch connector, at location shown on sheet 3. Plug the headlight connector into the headlight switch.
9. **SPEEDOMETER**
The purple wire is connected to the speed sender unit provided with your cluster. The other end of the purple wire is connected to the SPEED terminal on the control unit as shown in the enclosed diagram. See Dakota instructions for proper connection of the speedometer wiring.
10. **BRAKE LAMP**
The yellow wire is connected to a parking brake set switch or a brake pressure switch on the master cylinder, if originally equipped. The other end of the yellow wire is connected to the BRAKE terminal on the control unit as shown in the enclosed diagram.
11. **TACHOMETER**
Select the white wire provided for tachometer connection. One end of this wire is attached to the distributor side of the ignition coil using ring terminal C and sleeve D. On a GM HEI unit, connect to the TACH location using terminal A and connector E.
12. **GROUND**
Select the black grounding wire provided to establish the ground connection for the control unit. Secure the ring terminal end to a good chassis ground and connect the other end to the GROUND terminal on the control unit. It cannot be overstated that good grounds are essential for the operation of the control unit. Good grounding must exist from the battery to the frame, the frame to the body, and the engine to the frame and battery.